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ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq., C. J. Lafrance, Esq.
Hongkong, July 22, 1911. 1424

PIRATES ON THE FORTH.

Alleged Theft of Crank Racing Yacht.

An Edinburgh correspondent says the crank racing yacht of the Fifth of Forth, The Pallas, was removed from Granton Harbour between the night of August 11 and next morning. The yacht, which is a forty-footer, had a successful season on the Clyde and last year she was sold by Mr. Conis to Mr. Malcom, of the Royal Forth Yacht Club. The latter, whose residence overlooks Granton Harbour, was astonished the other morning to notice that his yacht was not at her mooring. He communicated with the police and a watch was kept. Later it was reported that the yacht was located near the Forth Bridge. Chase was made in a motor-launch, and, coming up with the yacht, the police arrested two men who were on board. A third man escaped ashore in the yacht's punt. The two men had been unable to handle the big yacht, and in dealing with the immense sails they had, it is alleged, hacked at the gear with a knife. The damage to the gear is estimated at £30. The craft is uninjured. The men were quite helpless, and it is amazing that the yacht was not put ashore. The owner got a crew and sailed her back to Granton.

Even revolution has its comic side occasionally, says a correspondent in Canton. A few days ago a Chinese, in foreign clothes, went in a chair to the Governor's yamen, and seems to have behaved in some peculiar way. At any rate, when he left his chair, and put his hand in his pocket to pay the chair-bearer, all the people jumped to the conclusion that he was hunting for a bomb. The secretaries rushed into the inner apartments, and hid themselves under beds and couches, and even some workmen, who were working upon a wall, were in such a fright that they sprang from the top of the wall, and some of them were badly hurt. And after all it was a false alarm. But what a picture of shattered nerves!

This year's Chinese military manoeuvres will take place in the vicinity of Lan Chou (Chili). The army of the East will be composed of the 1st division and the 3rd mixed brigade. The Imperial Guard will constitute entirely the army of the West. The army of the East will begin the manoeuvres in the Tai-in camp, and the army of the West at T'ung-chou on Oct. 7. The two armies will be brought into contact from Oct. 17 to Oct. 20. The cavalry of both armies will meet on 17th and the infantry forces on 18th at Yen-Ping and Lan Chou. The manoeuvres will finish on the afternoon of Oct. 19, and on 20th the united forces will be passed in review. This will be the first occasion in which the Imperial Guard, commanded by Prince Tsai Tao, will participate in the manoeuvres.

Business Notices.

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Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and Engineering Work and Repairs of every description.

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Hongkong, December 1, 1910.

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MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M., 1 P.M. and 7 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

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HAVING returned to the Colony, I have this day RESUMED

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W. E. CLARKE,

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Hongkong, Sept. 27, 1911. 1423

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Hongkong, February 8, 1908.

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LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, etc.
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
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Hongkong, August 12, 1908.

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Always carry a large and varied stock of
HIGH CLASS JADE AND CHINESE-MADE
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STEAM RAISING, FURNING, STEEL MAKING, SHIPS' BUNKERS, AND
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Ships' Bunkers supplied at short notice.

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Hongkong, April 18, 1910.

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IT IS THE STRONGEST AND MOST POWERFUL

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For the Bottoms of Vessels and Boats and for the Coatings of
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Hongkong, May 6, 1908.



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Cure for Constipation,
Rheumatic Gout
and Gravel.
Safest and most
Effective Agent for
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The Universal Remedy for Acidity of the Stomach, Headache,
Heartburn, Indigestion, Sour Eructations, Biliousness, etc.

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AGENTS:

YOKOHAMA: M. Asada, Esq.
CHINESE: Messrs Gearing &
Co.

MANILA: Messrs Macondray &
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For particulars, apply to
Y. SHIBUYA,
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No. 2, FIDELITY STREET,
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Hongkong, April 29, 1911.

ORGAN RECITAL.

ST. JOHN'S CATHEDRAL.

TUESDAY, OCTOBER 3rd, at 5.30 P.M.

Yesternight, Cyril Scott
Dinnyram, Basil Harwood
Excerpt (Dream of Gerontius) E. Elgar
Marche Religieuse Saint-Saens

VIOLETT: Mrs R. C. EDWARDS.
Hongkong, Sept. 25, 1911.

VICTORIA SKATING RINK.

GRAND RE-OPENING

SUNDAY, October 1st, at 10 a.m.

By kind permission of the Colonel
Hamilton and Officers.
THE BAND OF THE R.O.Y.L.I. will give
selections at the 5 to 7 o'clock
SESSIONS.

EXCELLENT FLOOR.

Carnivals and Races

will be held during the Season.

Monthly tickets to be had on application
at the Victoria Theatre.
Hongkong, September 25, 1911.

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SALE

MONDAY, OCTOBER 2ND, 1911

(FOR 15 DAYS ONLY).

Regardless of Cost to Clear.

TRIMMED HATS ... at \$5.00 each.

M. Gains,
PRINCES' BUILDINGS.

Hongkong, Sept. 23, 1911.

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY
YEARLY MEETING of Share-
holders in the above Company will be held
at the Company's Town Office, 2, Lower
Albert Road, Hongkong, on SATURDAY,
the 7th October, at 12.30 P.M. for the
purpose of presenting the Report of the
Directors and Statement of Accounts to
31st July, 1911.

The TRANSFER BOOKS of the Com-
pany will be CLOSED, from the 1st to 7th
October, both days inclusive.

By Order,
M. MANUK,
Acting Secretary.

Hongkong, September 23, 1911.

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

PENANG: THE THRESHOLD OF

THE FAR EAST.

English Journalist's Impressions.

In Penang, writes Mr Arthur Howells
in the *Manchester Guardian*, one sensibly
crosses the threshold of the Far East.
There are Chinamen everywhere—in the
streets, in the shops, in the banks, in the
offices. There are Chinese boys to wait
at table. There are Chinese joss-houses
in the groves. Here one begins to learn
that peculiar adaptation of our tongue
called "pidgin English," while pigtail
hitherto fabulous become matters of fact.

A Chinese coolie after vigorous quarrelling
with his fellows for your patronage
bundles you into his ricksha, and, pick-
ing up the shafts, trots away as light as
a thoroughbred. His sturdy bare legs
twinkle past each other as he dodges the
varied traffic of the streets. Down along
the wharf rumbles an electric tram, its open
windows framing rows of yellow faces,
smooth heads, and pigtails.

As you roll away the lamentation
of the lampman who has brought
you ashore mingle with the babel
of voices of the crowd as he exerts
the generosity which has paid him
only twice his proper fare. His craft
is an old one, of shape unknown to me
before, though strange boats have
grown with me into a museum of
memories, from the cabbage-wood cat-
amaran of the Brazil coast to house-
boat of the wealthy Chinese. The Penang
cigar is made here, with two enormous
horns, prolongations of the galleys, rising
from the stern. The carmen works with
a single oar. Crowds of these craft, gaily
painted, line the jetty. The dominant
note of Malaya seems to be wealth and
prosperity—public works, buildings, and
officials alike show their share in it. The
bank and office buildings, the shipping in
the harbour, the talk in the club all attest
a present and a flowing tide of wealth.

Many fortunes have been made—and lost—
in rubber; but rubber is not the Alpha
and Omega of Malaya's capabilities. There
are the tin mines, coconuts, and vast
jungle riches. Rubber is the spirit child
of this sea of other lands.

I make no excuse to those at home for
repeating that Penang is an island off
the coast of Malaya, in the Straits of
Malacca. Opposite to Province Wellesley,
a strip of the mainland coloured red as a
British possession. It lies some three
hundred and sixty miles north of Singa-
pore. The island was ceded to Britain by
the Rajah of Kedah, a neighbouring main-
land State (now also in the Federation),
in 1786, so that it ranks as one of our
older colonies. Enterprise flourished
however, here, as elsewhere in the tropics,
but lazily until medical science and saner
methods of life rendered tropical existence
more feasible for our race. Now, though
Penang is but a degree or two north of
the Equator, English children grow and
flourish there, and business goes on in the
streets and offices as it does in those of
Liverpool or New York.

Each afternoon, as the war-
th of the land begins to exceed that of the sea,
a breeze sets in and relieves the oppression
of the heat just when it begins to grow
intolerable. One learns to expect it by
the rustling of the bamboos in the
garden and by the tossing of the palm
tops that cluster by the sea. Then the
thin window-curtains blow inwards and
the papers on the table rise up and fly
scattered on the floor. It blows steadily
all sometime after dinner, when it dies
away, and men seek their beds in a hot-
house stillness that bodes ill for the night.
The mosquito curtains, gauzy though they
be, oppress with the threat of suffocation;
but the ping! ping! of the tiny invaders
swelling round and seeking an entrance-hole
warn that they may not be unclosed. The
tide rustles on the beach, and there is no
other sound. Then, about midnight,
starts the return match. This time it is
the sea that is warm (played on all day by
the equatorial sun and more retentive of
its heat than the earth), and a wind starts
seaward and cools the heated air, lulling
the sleeper till the swift dawn awakes once
more the life of the jungle and of the town.

My hotel windows hang out over the
sea; there was but a strip of green turf
and a garbled old banyan-tree between us.
Across the strait, but a mile or so in
width, the jungle of the mainland billow-
ed away to the far blue hills. The
hills cut the sky with myriad patches, and
trailing across them were the thin skirts
of roiling clouds. The jungle seemed to
roll like an ocean-wave, and breaking
about the lowmost trunks of the hills
flying itself far upward amid their purple
ravines. There seemed to have been long
drought, drought unprecedented for years,
and people were taking advantage of its
dryness to burn the jungle and clear patches
for the cultivation of their crops. And
now all day across these solemn green spaces
hung columns of blue-white smoke,
drifting hither and thither in willy-willy
fashion like a host of ill-ordered giants
going to battle without a leader. Though
they were far away, one fancied one could
hear the fierce crackle of the flames, and
could share the mad terror of the wild
things driven headlong from their lairs.

When the dark came wilder and more
dreadful seemed I saw great storms raging
over the forest. Night seemed to call
them up as though like some mandarin,
she wished for fireworks to prosecute her
majesty. But they were such fireworks
as never man made. Standing by my
window I would see the whole strait of water
with the nearest palms that fringed it,
the rampart grouped by the stone wall,
the bathing-baths, and a great junk or
two at anchor suddenly, flashed into
relief by a blinding alga glare, while
beyond the water, broke for one instant
on the gaze the wall-like blackness of
the jungle. Then the lightning would be-
come incessant—riving the sky every
second, while the muttering of the thunder
grew louder. After that came a burst
of rain. At such times when the natural
grandeur and fierceness of the scenery
were almost theatrical (sure that it was
far beyond the mimicry of man), there
awoke memories of the old pirate days stored
in many a pair of the beautiful and crudi-
eal. In the hotel garden, looking out
across the sea wall as though with unkind
old memories were some old guns. Their
long-budded muzzles were all in keeping
with the picture. I could not help dream-
ing that the last look many a poor devil
had taken of earth had been of this most
lovely portion of it.

The roadways about Penang are good and
very beautiful. The Bunglows nestle back
from them like Swiss chalets entangled in
a riot of tropic verdure, while the Malay
dwelling raised above the ground
hide remotely in the shadows of the many-
pillared groves of palms. There was a
cicada that kept up a loud ringing noise
from his perch in the trees, a loud and
prolonged that we took it to be some bell
ringing as a mystic signal in the joss-
house. Bright birds and butterflies haunt
the waste spaces. It is all a very Eden of
Equatorial. In the Botanic Gardens flourish
the most luxuriant ferns and palms, with
orchids and spice trees; and warm, green
grass, in smooth lawns or rank tangles,
beckons to tired eyes.

The population asserts well with the
scenery. There is very shade of white,
yellow, and brown. The Malay himself is
not much seen. The Chinaman works all
this "pidgin." The Malay is a gentleman;
he does no work, but he does not object to
others working. He is the sportsman of the
East, and the spirit that leads him to
be so will on occasion make him also a
pirate. A curious profession has lately
arisen through the interdiction of opium.
[It is of course, also, a "pidgin" of John
Chinaman. To satisfy the craving for
narcotics, to which the population has
been addicted ever since its creation men
transverse the country and clandestinely
practice the inoculation of drugs. People
are also taking to alcohol, and are dis-
tilling potent and pernicious forms of it;
and alcohol to the Malay who has no racial
tolerance for it is rank poison. It is not
too much to say that if it takes a hold on
such a population it will efface it a hundred
times more rapidly than opium.]

The Malay, I am told, though swinish under
his "opium" if he is an excessive taker, is a
very devil incarnate under alcohol. I
recommend these points to the con-
sideration of those at home.

THE YOKOHAMA SPECIE
BANK, LIMITED.

The half-yearly report of the above Bank,
states—
The Directors submit to you the annexed
statement of the liabilities and assets of
the Bank, and of the Profit and Loss
Account for the half-year ended 30th June,
1911.

The gross profits of the Bank for the
past half-year, including yen 1,187,788.92
brought forward from last account, amount
to yen 11,700,114.47, of which yen
8,787,286.63 have been deducted for
interests, taxes, current expenses, rebate
on bills current, bad and doubtful debts,
bonus for officers and clerks, etc., leaving
a balance of yen 2,912,827.84 for appor-
tionation.

The directors now propose that yen
300,000.00 be added to the Reserve Fund
and recommended a dividend at the rate of
twelve per cent. per annum, which will
absorb yen 1,440,000.00.

The balance, yen 1,472,827.84, will be
carried forward to the credit of next
account.

COUGHING INTO
CONSUMPTION

"Only a Cough" but you stop
it while it is ONLY a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

The finest preparation made
for combating severe coughs.
CURES any cough that is
really a cough. Very palatable.
OF ALL CHEMISTS.

Prices: \$1.25 and \$2.25.

Intimations.

HONGKONG CRICKET LEAGUE.

ENTRIES for the HONGKONG CRICKET
LEAGUE Competition, 1911/12, will
close to the Undersecretary on WEDNES-
DAY, 27th September.
Entrance Fee \$10 each Team.

A. E. ASGER,
Hon. Sec. & Treasurer.
c/o HONGKONG CRICKET CLUB,
Hongkong, September 20, 1911.

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING

of MEMBERS will be held in the
Club Pavilion on THURSDAY, 28th
Sept., at 6.15 P.M.

T. CHEE,
Acting Secretary.

Hongkong, September 13, 1911.

HONGKONG CRICKET CLUB.

NOTICE

IT IS HEREBY GIVEN that the
ANNUAL GENERAL MEETING
of the Members of the above Club will be
held in the Pavilion on FRIDAY, the
29th September, 1911, at 6 P.M.

By Order,
E. A. M. WILLIAMS,
Acting Secretary.

Hongkong, September 21, 1911.

HONGKONG JOCKEY CLUB.

NOTICE

THE HALF-YEARLY MEETING of
Members will be held on SATUR-
DAY, the 7th October, 1911, at 12 o'clock
Noon, at the Offices of the JOCKEY CLUB,
on the Ground Floor of the Hongkong
Club Annex, Charter Road.

T. F. HOUGH,
Clerk of the Course.

Hongkong, September 23, 1911.

NOTICE.

ON and after 1st October, 1911, the
subscription for monthly subscribers
shaving every day will be REDUCED to
\$3.00 per month and for subscribers who
shave every other day to \$2.50 per month.

THE PARIS TOILET CO., LTD.,
No. 13, Queen's Road Central.

Hongkong, September 23, 1911.

HONGKONG CLUB.

NOTICE.

THE TWENTIETH DRAWING of
SIXTY-FIVE DEBENTURES of the
Hongkong Club (1896 issue, \$100.00 each)
was held in the Hongkong Club House
on THURSDAY, the 14th September,
when the following Debentures were drawn
for Redemption—

5	274	624	1274	1588
17	284	628	1288	1644
24	295	630	1300	1659
48	316	632	1316	1684
48	403	727	1379	1688
63	429	770	1394	1710
81	457	901	1397	1728
83	471	950	1408	1730
101	494	1043	1423	1797
102	503	1032	1471	1822
148	514	1073	1493	1880
162	506	1094	1532	1942
208	614	1160	1550	1994

and will be payable at the Hongkong and
Shanghai Banking Corporation on SATUR-
DAY, the 30th September, 1911, in
exchange for surrender of said.

By Order,
JAMES CRAIK,
Secretary.

Hongkong, September 14, 1911.

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.

Total Assets Dec. 31, 1910—G. \$494,715,923

Surplus 85,093,456

Dividends to Policyholders 10,575,157

1910 53,439,380

Total Assets for 1910 10,592,692

Gross earnings from Interest 21,648,528

Gross rate of Income from 4.48%

Investments 1910 727

Hongkong, May 30, 1911.

SWATOW WARRONG & CO.,

13, QUEEN'S ROAD CENTRAL,

HONGKONG.

MANUFACTURERS OF
Swatow Hand-made Drawn Work
and Canton Embroidery, etc.

GENERAL EXPORTERS.

WHOLESALE & RETAIL.

LADIES' TAILORS.

LAU PING KEE CO.

CIGARS, CIGARETTES, TOBACCO.

USED POSTAGE STAMPS AND

PICTORIAL POST CARDS.

CHINESE CURIOS & PORCELAIN.

KWONG CHEONG.

GOLD AND MONEY CHANGER.

No. 13, Queen's Road Central,

HONGKONG.

Hongkong, May 27, 1911.

SAVARESSE'S

SANTALIN

CAPSULES

The most refreshing Perfume

Sweet Lavender!

WATSON'S SPECIALITIES:

Ye Old^e English Lavender Water

A Delightful Perfume. In Elegant Bottles.

LAVENDER TALCUM POWDER

Pure, Refreshing, Luxurious. For Toilet and Nursery.

Ye Old^e Mitcham Lavender Soap

Superfine Quality. An Ideal Soap for Sensitive Skins.

A. S. Watson & Co., Ltd.

Chemists by Appointment to H.E. the Governor.

THE HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

OVERSTRUNG

UPRIGHT

GRAND

Hooff & Hooff

Price \$475.

A Liberal Discount given for CASH.

S. MOUTRIE & CO., LD.

SOLE AGENTS.

Hongkong, April 19, 1907.

Powell's

Limited.

NEW CONSIGNMENT OF

BABY CARRIAGES

WICKER

AND

POLISHED WOOD SINGLE AND DOUBLE STYLES.

VERY REASONABLE PRICES.

Wm. Powell, Ltd.

VICTORIA THEATRE.

DES VŒUX ROAD CENTRAL.

7.15 P.M. to 8.45 P.M. AND 9.15 P.M. to 11.15 P.M.

THE FINEST AND COOLEST HALL IN THE COLONY.

NEW PICTURES! NEW PICTURES!

HONGKONG FAVOURITES.

THE Harmonious Huxhams

IN TOPICAL SONGS.

MATINEES SATURDAYS AND SUNDAYS, AT 4.30 P.M.

recent renewal of the Anglo-Japanese Alliance notwithstanding, there is every reason to believe that it will be a glance at recent and impending changes in the China Squadron is illuminative. As we have stated, the main features of the scheme are gradually maturing. It has just been announced, for instance, that the present flagship, H. M. S. Minotaur, is to be relieved in February by the Dreadnought cruiser Indefatigable, already we have one of the Bristol type of cruisers on the station (H. M. S. Newcastle); the three submarines have been here for some months now; and it has been announced that three of the "River" class destroyers (the Welland, the Ribble and the Usk) are to replace in Hongkong three of the old 27-knot destroyers, which, though fine craft in their day, are now of little value; their successors on the other hand, seem destined for foreign work, with their cobby build and their high weatherly fore-cle. It will have been observed that the composition of the respective units of the Pacific Fleet as outlined above is practically identical. If each were to be of the precise constitution set out, this would in actual effect mean a reduction in the dimensions of the China Squadron. But it has to be noted that the phrase "with some variations" occurs in the description of the three branches of the Fleet. And it is here that we are able to make allowance for the comparatively large number of small craft, which though not needed in the other units, are very necessary in China waters. As to the County cruisers, only two of which are at present on the station, owing to the loss of the Bedford, it does not yet appear whether or not they will continue to be represented in the East, but as they are admirably adapted for foreign service the probability is that they will be.

Realising the supreme importance of adequate naval representation in the Pacific Ocean, the wisdom of the Imperial co-operative scheme outlined above cannot be doubted, and as Singapore is virtually the key to the Pacific it is more than probable that the base of the Fleet will be there. This is a probability which, if viewed sanely, cannot be otherwise than approved. But while this is so, Hongkong will still remain a naval depot of great importance as the headquarters of the China unit.

NEWS OF THE DAY.

The Hon. Treasurer of the Hongkong Benevolent Society acknowledges with thanks the donation of \$40 from "Charity."

King Manuel visited Earl's Court Exhibition recently. Jack Johnson, the champion boxer, was also at the exhibition, and was introduced to King Manuel, who said he hoped to be present at Johnson's fight with Wells on October 2.

Private advice from London reports that a bill-syndicate controlling the tin market is liquidating. It is rumoured in London that this is due to internal dissension in the syndicate, which, if true, will very probably cause a big drop in prices, as only the support of the bill syndicate brought prices to the present high level.

We have been courteously supplied with a copy of a special Consular report written by Mr. George E. Anderson, U. S. Consul General in Hongkong, on the railway situation in China. The report embraces a general survey of railway conditions in that country, a detailed study of the five principal groups into which the lines of the Empire may be divided, and a statement of the opportunities, present and future, for the sale of American equipment and material.

The fingerprint system has now been in existence at Shanghai for nearly 14 years, and the number of identifications made during this period cannot be considered other than satisfactory. A comparison has been made with those of Scotland Yard and it is found that in the case of the London Force at the end of the first six months after the adoption of the system 93 identifications had been made and during the succeeding 12 months 1,792. Against this the S.M.P. are able to credit 911 identifications during the first 6 months and 4,624 during the following 12 months.

TEETHING CHILDREN.

TEETHING children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and their system will be cleared. For sale by all Chemists and Dispensaries.

NEWS OF THE DAY.

A watch and chain, and a quantity of buttons, to the value of \$70, have been stolen from No. 14, Salisbury Avenue.

The body of an unknown Chinese, aged about 32, who was found floating in the harbour near the Harbour Office, was sent to the mortuary.

We have been informed by the Colonial Secretary's Office that quarantine restrictions in the Philippines have been removed from arrivals from Hongkong.

There were 361 European and 158 Chinese visitors to the City Hall Library, and 174 European and 2,975 Chinese visitors to the Museum during the week ending the 24th September.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 9th September amounted to 18,485.48 tons and the sales during the period, to 16,062.33 tons.

It is stated in Bombay that the band of the Royal Marine Artillery (Blue Marines) from Portsmouth, will accompany Their Majesties on the voyage to India, and play in several public places in that city.

The Omka Shosen Kaisha steamer Mexico Maru, on the outward trip, obtained the wireless record for Japanese vessels by communicating with North Head Station in Washington and the Columbia River Station, a distance of 1,088 miles.

Messrs Guthrie and Co. are in receipt of cable advice from the secretaries of Lohpui Plantations, Ltd., to the effect that the directors have declared an interim dividend (the second for 1911) of 10½d. per share, payable in London on October 5.—Straits Times.

Messrs Barclay and Co., Kuala Lumpur, says the Straits Times, write that they have received telegraphic advice from the secretaries of the Highlands and Lowlands Para Rubber Co., informing them that an interim dividend of 7½ per cent. less income tax has been declared. This dividend is payable on October 12.

As will be seen by an advertisement elsewhere, the annual sale of work in aid of the funds for the orphans and the Home for the destitute in connection with the Italian Convent is to be held on the 2nd, 3rd and 4th proximo. The notices sent out by the Convent inadvertently gave the opening day as the 1st prox.

A Perth (Western Australia) correspondent notes the receipt of a cablegram from the British Charge d'Affaires at Bangkok, inquiring about Australian ponies. The cable states that the Siamese Government wishes to experiment with Australian ponies for cavalry purposes. They require 100, averaging 13 hands, and five years, to arrive in Bangkok not later than October. If the price is reasonable more will be wanted. As the result of this inquiry it is probable that some encouragement of horse breeding for export may be effected.

The Standard Oil Company's four-masted barge Lynnhurst, which was well known in Hongkong Harbour, has met her end by fire off Fish Point, South Africa. It is just three months ago that the Lynnhurst struck an unknown object off Cape Recife and was compelled to put into Port Elizabeth with 8-ft. of water in her hold. Pumps were placed alongside and the water kept down, but it was some time before the hold could be enticed to locate the leak on account of the oil fumes. After leaving Capetown, where she had been repaired, the vessel caught fire when fifty miles South of Fish Point and had to be abandoned, the crew being taken off by the steamer Clara Macdonald and landed at Mossel Bay. As the vessel had burned to the water's edge and was a danger to navigation, His Majesty's cruiser Pandora, on her way from Durban to Simonstown, was sent to destroy her and the derelict was sunk.

AT THE MAGISTRACY.

The case against four men for assaulting an Indian constable at Shaukwan was dismissed at the Magistracy to-day.

At the Magistracy this morning, Mr. F. A. Hazeland sentenced a woman to two months imprisonment with hard labour for stealing some sandal wood from the S.S. Rajah.

The proprietor of the Coronation Motor Garage, Des. Youx Road, Central, prosecuted an Indian for leaving his employ without notice, at the Magistracy to-day, and Mr. J. B. Wood ordered defendant to pay \$30 compensation.

Mrs. Parker, of No. 9, Wongsatong Road, was summoned for keeping a ferocious dog, the case being dismissed by Mr. F. A. Hazeland to-day. It was alleged that the dog bit a Chinaman whom she had engaged to attend to the garden, he having gone to the kennel to see the pipe.

SOMETHING DEPENDABLE.

DIARRHOEA is always more or less prevalent during this month. It is certain to effect a cure, and when reduced with water and sweetened is pleasant to take. No physician can prescribe a better remedy. For sale by all Chemists and Dispensaries.

SUDDEN DEATH OF INSPECTOR McDONALD.

It is with deep regret that we chronicle the death of Inspector Duncan McDonald, of the Hongkong Police Force, which regrettable event took place suddenly this morning at Yaumatei Police Station. Although deceased had not been of very robust health for some time past, he was in his usual health last night and his demise at about 10.45 o'clock this morning, from the bursting of a blood vessel, came as a great shock to his many friends and colleagues in the force.

The late Inspector McDonald was born on November 10, 1838, and on November 12, 1885, he came to Hongkong as a police constable. On July 1, four years later, he was appointed temporary acting sergeant, three years subsequently attaining the rank of acting sergeant, while on February 23, 1893, he was appointed acting first sergeant. Two years afterwards the late Inspector McDonald went home on leave and within a few months after his return he was once more promoted, this time to the position of acting inspector, and in March of the following year he attained the rank of inspector of the third class, subsequently rising to first class inspector. Deceased again went on leave in 1902 as well as in 1908, returning duty on March 18, 1909.

A widow and two sons are left to mourn his loss and for those much sympathy will be felt.

The funeral takes place this evening passing the monument at 5.30 p.m.

SOCIAL AND PERSONAL.

Lieut. M. Stagg, R.E., Singapore, has been granted leave of absence from October 10 to November 21 with permission to proceed to Hongkong.

Fleet Paymaster Alfred William Ashham, R.N., who joined the Navy in 1886 and served in China, has died at Riverside, Portsmouth, Wiltshire.

The Boerenvoer learns that a Siamese Prince, who is believed to be a brother of the heir to the throne, will enter the German navy next spring.

While Lord Gooschen was motoring to Hastings a wheel came off the car, which turned turtle. Lord Gooschen was pinned underneath, and had his arm broken.

The Local Amalgamator states that Herr Plate, Chairman of the North German Lloyd, will retire on the 1st proximo owing to ill-health. He recently fell on a staircase and one eye was injured, blindness resulting.

Privilege leave, on private affairs, to the neighbouring countries, has been granted to Captain F. L. D. Jarrad, 125th Baluchistan Infantry, from 3rd October to 1st December, 1911 (or 60 days from date of departure).

A marriage will shortly take place between Alexander Hamilton Harley, Principal of the Madrasah (Mohammedan College) in Calcutta, and Miss Lucilla Coughtrie, youngest daughter of Mr. J. B. Coughtrie, late of Hongkong.

Canon Chase, Edward Brooks, of St. John the Divine, Vassall Road, Kensington, S.W., Vicar there since 1881, Canon, missionary to the Bishop of Korea since 1890, who died July 1 last, aged 84 years, left estate of the gross value of £71,217, and net personalty £28,379.

The senior officer in the British Navy, Admiral of the Fleet Lord John Hay, celebrated his 84th birthday on 23rd inst. He entered the Navy in 1840, and had 67 years' active service. In 1842 he took part in the China War and in the operations against the pirates of Borneo.

RE-ARRANGEMENT OF CONVENIENCES.

In connection with the application for permission to alter the position of the W.C.'s and urinals in Beaconsfield, No. 1, Battery Path, at the meeting of the Sanitary Board this afternoon, Dr. Clark, M.O.H., wrote that he saw no objection to the arrangement, but he considered that the W.C.'s were under no obligation to continue to supply water to the main just because the premises were supplied when in government occupation. He suggested that Messrs Denison, Ram and Gibbs be informed that permission to retain the W.C.'s and urinals would only be granted on the provision of an independent and adequate water supply.

Dr. Fitzwilliams intimated that he agreed with the M.O.H. and, subject to an independent water supply, think they should be allowed to re-arrange their water closets and urinals.

Hon. Mr. Hewitt—The Government having rented buildings for public offices erected water closets for the use of their staff. The building being vacated, the W.C.'s, etc., naturally remain as fixtures, but this does not imply that the presence of these fixtures gives the owner of the building the right, possibly in perpetuity, or a free supply of water from the Government mains. The building having now reverted to private use, the usual conditions should be enforced, namely no fixed W.C.'s or urinals are to be permitted unless an adequate and independent water supply be provided.

NOTHING BETTER.

FOR bowel complaints in children always give Chamberlain's Colic, Cholera and Diarrhoea Remedy and castor oil. It is certain to effect a cure, and when reduced with water and sweetened is pleasant to take. No physician can prescribe a better remedy. For sale by all Chemists and Dispensaries.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at 3.15 a.m. to-day.

Manila, September 26, 3.15 a.m.—Cyclone or typhoon E. of Luzon, less than 300 miles distant, moving W.N.W.

A Handy Guide for Locating Typhoons.

Accompanying to-night's China Mail we are sending to all our subscribers a free copy of our "Landman's Handy Guide to locating the centre of a Typhoon." By manipulating a circular disc according to the instructions given on the chart the centre of a typhoon can be easily located.

The Guide is on sale at the office of this paper for twenty cents; or may be obtained mounted together with the "China Mail Typhoon Map" on the same card for forty cents.

THE KOWLOON MARKET.

The President, at a meeting of the Sanitary Board this afternoon, submitted a minute relative to Tim Shu Tsui (Kowloon) market. He stated that all the stalls had been put up for tender on September 21, with the exception of the meat stalls which were put up on the following day. It was ascertained that there was little demand for fresh water fish shops but that there was a large demand for fruit and vegetable stalls, all of which were let. He recommended that certain fish stalls be set apart for vegetables and fruit.

THE BANKRUPTCY PROSECUTION.

Jury Ask for Compensation.

The Criminal Sessions were continued at the Supreme Court this morning, before His Honour Mr. H. J. Gompertz, acting Chief Justice, when Ngo Tai San was again placed in the dock on charges of offences under the Bankruptcy Ordinance. Hon. Mr. G. C. Alabaster, acting Attorney-General, prosecuted on behalf of the Crown, instructed by Mr. W. E. L. Shenton, and the Hon. Mr. E. E. Pollock, K.C., defended, instructed by Mr. Leo d'Almeida Castro.

The following comprised the jury—Messrs L. V. Langston, foreman, H. Ram, H. Wessell, J. Smith, W. Taylor, G. Radlow and O. P. Heald.

Counsel having addressed the jury and the Lordship having summed up, the jury returned a unanimous verdict of not guilty with regard to twenty-two counts. In connection with the remaining six counts the majority was six to one in favour of a verdict of not guilty.

Prisoner was discharged.

The Foreman said that the members of the jury would be glad if his Lordship would make an order for compensation in that case as it had engaged them for four days.

His Lordship—I can exempt you for six months from jury service.

The Foreman said that at the previous hearing of the case a similar suggestion had been put forward, and the Chief Justice had said that as the jury had not arrived at a decision he could not consider the matter. It might be taken to infer that if the jury had arrived at a decision compensation for their services would be given.

His Lordship—I think the jury did not ask for compensation.

Mr. Alabaster said the jury made no application. He had made a suggestion to the Court, meaning, of course, that the jurors be exempted from jury service. He did not think his Lordship had power to award pecuniary compensation.

Hon. Mr. Pollock—I think they are entitled to their expenses.

His Lordship—For coming here; risk should have been taken. (Laughter.) I am willing to see what can be done but I don't think I have any power to award monetary compensation. I will see the Registrar about it and he will let you know.

MACAO DELIMITATION.

New Portuguese Commissioner.

It would appear as if the Macao Delimitation negotiations in Lisbon were fast coming to a head as our Macao correspondent informs us that intelligence is just to hand that a Portuguese delegate was expected in the East within two months. Captain Hugo de Lacerda Castello Branco is the Commissioner Designate. He is about 40 years old, a man of many parts, and an expert hydraulic engineer, at present lecturer in the polytechnic school in Lisbon. Capt. Castello Branco was Harbour Master at Lourenço Marques when the delimiting operations were in progress at that point.

WHISKY for CONNOISSEURS.

MILD, MELLOW, MATURE. PALATABLE AND CONSISTENCY OF QUALITY. SOLE AGENTS: H. PRICE & Co., Ltd., WINE MERCHANTS, 12, QUEEN'S ROAD.

SPORTING.

Cricket.

A friendly will take place between the 25th Co., R.E. and 40th Co., R.E. tomorrow afternoon at Happy Valley, commencing at 2.30 p.m.

The Harbour Race.

Entries for the Harbour Race closed yesterday and total 17 names; this is not a record but no doubt the acknowledged prowess of young Tommy Logan has kept some from entering. The entries in previous years were—1903, seven; 1907, nineteen; 1908, fourteen; 1909, twenty-three; 1910, twelve; the numbers of those who actually swam were—1906, five; 1907, sixteen; 1908, thirteen; 1909, twenty; 1910, ten.

The names of those who have entered this year are—A. V. Barros, Pta. Bos, K. O. Y. L. L., "Iron" Bux, F. H. Coleman; Pta. Cookson, K. O. Y. L. L.; A. A. Chilton; Pta. Hardcastle, K. O. Y. L. L.; Bgt. Harris, K. O. Y. L. L.; T. Logan; Usman Mahomed; Pta. Miller, K. O. Y. L. L.; F. Morgan, H. M. S. Tamar; J. R. Pereira, M. L. Ratten; E. C. R. Souza; J. A. Tarrant; and H. J. White. As all conditions of wind, weather and water promise to be favourable, there is every prospect of a fine race. The start will be made from Police Pier, Kowloon, at 5.30; and as the distances in all previous races have been covered in less than half an hour the finish at the Praya wall between the V.R.C. and Murray Pier should be somewhere about 8 o'clock.

The prizes are on view in Messrs Falconer and Co's window.

HOIHOW NOTES.

(From Our Own Correspondents.)

THE TYPHOON.

This port was visited on the 19th and 20th inst. by a severe typhoon. The height of the storm was on the morning of the 20th about two o'clock. Trees were uprooted and broken, houses were wrecked, walls were broken down and boats driven ashore. A large war junk was driven on to the bank just in front of the new Church. Two steamers and a small cruiser were in the harbour, but with steam up they were able to ride out the storm without injury, in the open roadstead which constitutes the harbour of the port; though the S.S. Mathilda was driven on shore by the wind. A flood of water is now coming out from the interior of the island, and there is some fear that the crops throughout the island have suffered very severely.

There is no further report of the depredations of pirates; but since the looting of Kichel the towns of the island have generally taken steps to protect themselves from a sudden surprise. The streets of Hoihow are now closed at night with heavy bars, and other towns are taking similar precautions.

GAMBLING AND OPTIM.

The efforts of the mandarins to suppress public gambling have been successful, and much has been done towards suppressing the use of opium. It is well that they have, for foodstuffs are very dear, and the trade of the port has been falling off, so that the people will need all they can get to supply the necessities of life.

MISSIONARIES.

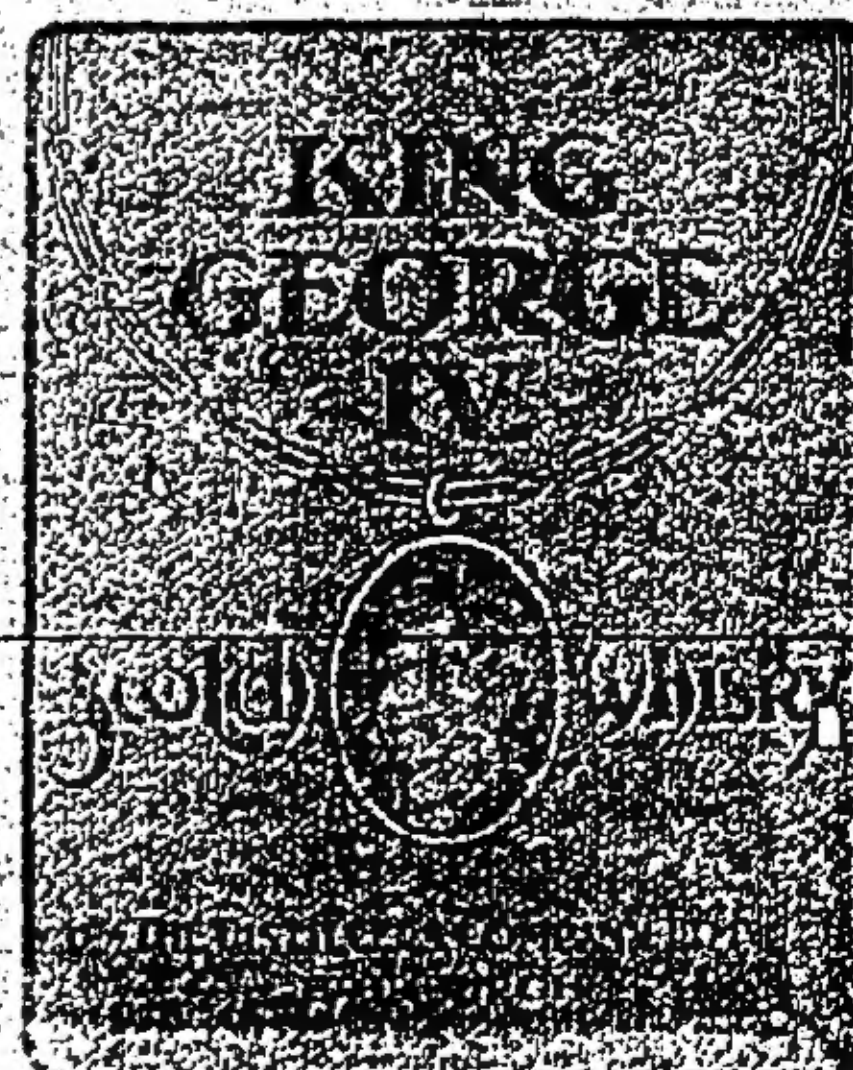
Several of our American missionaries, who have been taking a summer vacation away from Hainan, have returned and are re-opening their schools in their interior stations. Rev. W. J. Leverett and Rev. F. P. Gilman and wife have recently come back from a furlough spent in the Homeland. They all appear to be in good health and ready for active work.

CHOLERA.

Cholera has been reported from some places in the interior of Hainan, but the health of this port has been good, and with the cool weather of the fall, which may be expected to begin soon, the sickness will no doubt disappear everywhere.

EVERYWHERE A FAVOURITE.

THE uniform success that has attended the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy has made it a favourite everywhere. It can always be depended upon. For sale by all Chemists and Dispensaries.



MILD, MELLOW, MATURE. PALATABLE AND CONSISTENCY OF QUALITY. SOLE AGENTS:

H. PRICE & Co., Ltd., WINE MERCHANTS, 12, QUEEN'S ROAD.

BY TELEGRAPH.

THE TURCO-ITALIAN DISPUTE.

SITUATION THREATENING.

(Reuter's Service to the China Mail.)
LONDON, Sept. 25.

There is considerable anti-Italian feeling in Tripoli as the result of alleged Italian territorial designs. Italians are leaving, as they fear a Turkish rising.

A telegram from Port Said states that the Turks have captured the Italian liner Regina Margherita at Messina.

The Daily Telegraph correspondent at Paris states that Italy has sounded the Powers regarding their attitude in the event of Italy taking forcible action in Tripoli and that the Powers expressed themselves favourably.

STRICT CENSORSHIP.

The strictest censorship is being observed in Italy, and news of the Italian plans and doings only come from indirect sources. The Turkish papers are indignant and are using threatening language.

ITALIAN TROOPS STONED.

Reuter's correspondent at Rome wires that there is a strict censorship imposed on all military news. Demonstrators stoned troops which were leaving Florence yesterday for Florence, believing they were bound for Tripoli.

The troops fired and 13 soldiers and five demonstrators were injured, one of the latter fatally.

HOW THE CRISIS AROSE.

It seems to be generally assumed that, having failed in her attempt to lease Tripoli from Turkey, and the practical settlement of the Moroccan difficulty having left the road clear and, by consolidating France's position in Morocco, provided Italy with a ground for obtaining compensation, Italy is now taking some drastic action.

ITALY ALERT.

A message from Malta states that an Italian battleship and two cruisers have passed on the way to Tripoli. To-day's steamer brought 87 Europeans from Tripoli. A regular exodus is in progress.

Several Italian vessels have been ordered by the Italian Government to quit Turkish ports for Italy without loading or discharging.

SIGNIFICANT BRITISH ORDER.

Reuter's correspondent at Malta states that the British cruiser Medea has been ordered to proceed eastward under sealed orders to-morrow.

FRANCE AND GERMANY. BOTH DESIRE PEACE.

(Reuter's Service to the China Mail.)
LONDON, Sept. 25.

Reuter's correspondent at Alencon cables that M. Caillaux, Minister of Marine, speaking at a banquet, deprecated exaggerating the gravity of the present difficulties. "We are doing," he said, "all we can to ensure France having complete liberty of action in Morocco. We do not doubt that France and Germany, both desiring peace, will reach a lasting agreement."

A PROBLEM STILL.

The Temps thinks that the Franco-German and Franco-Spanish agreements and Italy's movements in Tripoli will not exhaust the African problem. It envisages the exchange of the Central African territories, of which the Nile valley is the natural outlet, for territories in the vicinity of Lake Chad, which would become a French lake.

LABOUR INDEPENDENCE.

MR KEIR HARDIE'S DECLARATION.

(Reuter's Service to the China Mail.)
LONDON, Sept. 25.

Mr Keir Hardie, M.P., speaking at a Labour demonstration at Bristol, defended the Labourite action of designating a Labour candidate for the bye-election at Kilmarlock Burgh. "If the threats they had received were meant for challenge, they were willing to accept it. They did not wish to hold seats in the House of Commons or elsewhere by favour of the Liberals."

BY TELEGRAPH.

FRENCH NAVAL CALAMITY.

A TERRIBLE EXPLOSION.

Hundreds of Lives Lost.

(Reuter's Service to the China Mail.)
LONDON, Sept. 25.

A Marseilles telegram reports that a fire broke out in the ammunition hold of the French warship Liberté and that the vessel sank in nineteen minutes, from 400 to 500 men being drowned.

THE CALAMITY DESCRIBED.

Reuter's correspondent at Toulon wires that there were about 600 officers and men aboard the Liberté at the time of the disaster. Captain Laurens was in command.

The fire broke out before five o'clock in the morning. At first it did not appear to be serious, but, despite all efforts to check it, it gained ground and reached the ammunition holds, which had not been flooded at five o'clock.

At the first explosion a hundred men on deck sprang into the water. The men below, on being awakened by the explosion, endeavoured to follow their example, but were called to their stations.

There were then two more explosions at brief intervals, whereupon the Liberté sank like a stone.

All that appeared on the surface was a carcass of iron surrounded by a tangled mass of spars and wreckage.

Boats put off from the shore and from vessels in port and picked up some of the men who had jumped overboard.

Most of those, however, who had remained on board were hurled into the air by the explosions and were dead when they reached the water.

THE DEATH ROLL.

A Toulon message says that 274 of the crew of the Liberté have answered to their names, of which 40 are injured. There are 350 missing.

FATALITIES ON OTHER BATTLESHIPS.

The explosion was so great that 20 were killed and 50 injured therefrom on the battleship Demosicore.

A number of fatalities are also reported from the battleships Justice and République. The latter was badly damaged and had to be docked.

OTHER FACTS.

The Liberté sank in about 10 feet of water. She is only partially submerged.

The latest official return gives the number of killed to be about 300, this number including those killed on other vessels.

There were apparently five explosions on the Liberté, the last being some 13 minutes after the first.

FRANCE STUNNED.

France is stunned by the appalling disaster.

BRITAIN'S SYMPATHY.

King George and the Right Hon. Mr. Reginald McKenna, First Lord of the Admiralty, have sent messages of sympathy to France.

THE KAISER'S TOUCHING MESSAGE.

H. M. the Kaiser sent a telegram to President Fallières in the following terms:—"Words fail me to express my deep sympathy with France. The bereaved families have the consolation of knowing that the ill-fated crew died doing their duty to their country."

President Fallières replied that he was deeply touched by the affecting terms of the Kaiser's telegram, and begged His Majesty to accept his expression of heartfelt gratitude.

SPANISH LOSSES IN MOROCCO.

(Reuter's Service to the China Mail.)
LONDON, Sept. 25.

The Spaniards lost 14 officers and 76 men in the fighting on the 21st inst. and the Moors lost upwards of 300.

ARNS' DECLINES OFFER.

(Reuter's Service to the China Mail.)
LONDON, Sept. 25.

Arns has declined the offer of Barry's backers of £500 and expenses if he will race the latter on the Thames for £500 a-side. He still demands £750 and expenses.

BY TELEGRAPH.

THE BIG FIGHT.

KING GEORGE CONSULTED.

Home Office Decision.

(Reuter's Service to the China Mail.)
LONDON, Sept. 25.

The Bishop of Winchester has written to The Times denouncing the Johnson-Wells fight. He declares that no problem is causing more anxiety than the colour problem.

The Sporting Life states that the freeholders of Earl's Court have given notice to the company that they intend to apply for an injunction to prevent the Johnson-Wells fight as the promoter of the fight refuses to release the company from its contract. If the decision goes against the company, it will probably mean further litigation.

ABANDONMENT ADVISED.

The Sporting Life is officially informed that Mr. Winston Churchill, after full enquiry and after taking the best advice has decided that what is contemplated is illegal and that unless the contest is voluntarily abandoned steps will be immediately taken to prevent such illegality.

HOME SECRETARY VISITS THE KING.

Mr. Churchill, after attendance on His Majesty the King at Balmoral, sent a letter to the Rev. F. B. Meyer stating that he is giving his close attention to the fight and was glad to receive the memorial sent him on the 22nd inst. Mr. Churchill added that it was not necessary for Mr. Meyer and the Bishop of London to make a pilgrimage to Balmoral in order to be present personally, as Mr. Meyer had suggested.

WHAT THE DECISION AMOUNTS TO.

The Sporting Life is authoritatively informed that Mr. Churchill's decision does not amount to a judicial veto, but that unless the match is abandoned the Home Office will apply for a summons with a view to getting the promoters bound over not to cause a breach of the peace.

FIGHT TO TAKE PLACE.

The promoter does not intend abandoning the fight. He will endeavour to show that the contest is not illegal. The Sporting Life adds that even if the promoter is bound over and the match proceeds, no subsequent legal action can be taken unless such illegality as to cause a breach of the peace occurs. The match thus resolves itself into a great test case.

BLACKWATER FEVER. AN IMPORTANT DISCOVERY.

(Reuter's Service to the China Mail.)
LONDON, Sept. 25.

Professor Anthony has arrived at Plymouth. He has been investigating the causes of various fevers in Africa. He stated that he had discovered a cure for blackwater fever by the injection of an arsenical preparation. It had secured 93 per cent. of successes.

THE PERIAN UNREST.

(Reuter's Service to the China Mail.)
LONDON, Sept. 25.

The Morning Post correspondent at Tehran telegraphs that a Turcoman chief has wired the Cabinet from Gamsheste that he has captured the ex-Shah and is asking for instructions.

OBITUARY.

THE EARL OF ST. GERMAN.

(Reuter's Service to the China Mail.)
LONDON, Sept. 25.

The death of the Earl of St. German is announced.

IRISH RAILWAY STRIKE.

SERIOUS SITUATION.

(Reuter's Service to the China Mail.)
LONDON, Sept. 25.

The Irish railway strike is practically confined to the Great Southern Railway, on which there are 5,000 strikers.

The situation is grave. The stations at Cork, Limerick, Waterford and other places are guarded by troops, and half the Railway Corps at Aldershot are in readiness to proceed to Dublin.

BY TELEGRAPH.

NO DISUNION FOR ULSTER.

PREPARING TO MEET HOME RULE.

(Reuter's Service to the China Mail.)
LONDON, Sept. 26.

At a Unionist Conference held at Belfast, Lord Londonderry presiding, a resolution was passed agreeing not to acknowledge Home Rule and to appoint a Commission immediately to frame a Provisional Government for Ulster which shall operate on the day of the passage of Home Rule.

THE PENALTY PAID.

STOLYPIN ASSASSIN HANGED.

(Reuter's Service to the China Mail.)
LONDON, Sept. 26.

Bogrov, the assassin of M. Stolypin, has been hanged at Kiief.

BRITISH DIPLOMATIC TRANSFER.

MINISTERS TO BELGIUM AND PORTUGAL INTERCHANGE.

(Reuter's Service to the China Mail.)
LONDON, Sept. 26.

It is officially announced that Sir Arthur Hardings, British Minister to Brussels, and the Hon. Sir F. H. Villiers, British Minister to Lisbon, are to change posts.

The change is understood to be due to the difficulty of Sir F. H. Villiers, who has formed friendships with monarchists in Portugal, being accredited in the Republic.

MACAO BOUNDARY DISPUTE.

(Wah Tai Yat Po's Service.)
PEKING, Sept. 25.

The Wai Wu Pu has notified the Portuguese Minister that the negotiations regarding the Macao boundary will be reopened at the Board's offices on the 29th inst.

SZECHUEN.

A PACIFIC POLICY.

(Wah Tai Yat Po's Service.)
PEKING, Sept. 25.

H. E. Hsin Chan Hsun, the High Commissioner for Szechuen, and H. E. Tuan Fang, the Superintendent of the Southern Railway, have been instructed by an Imperial Edict to proceed to Szechuen and to arrange improvements for the future. They are told not to take too many troops with them; those troops raised from Yunnan and Hupeh Provinces should remain on the boundary.

FLOODS.

(Wah Tai Yat Po's Service.)
PEKING, Sept. 25.

The Yingting River in Chihli Province is overflowing. Great damage is reported.

THE S.S. FOOCHOW'S MISAP.

The damage to the China Navigation Co's steamer Foochow, which went ashore on the Tsungming Crossing on September 15 and was towed off by the company's steamer Liangchow on September 17, proves to be more serious than was at first surmised. The vessel has been placed in the Tunkadoo Dock and it is found that her hulls have been set up 18 inches. In the main hold two of the floors will have to be renewed and nine framed, the keelson removed and framed and the tank bulkhead renewed. The keel-plate for a distance of 45 ft. will have to be raised and 20 ft. of the starboard hull keel, while twenty-six of the bottom plates and six of the side plates will have to be removed and framed. It is estimated that the repairs will necessitate her detention in dock for twenty-six days. When the vessel struck the strong tide caused her to strain very badly and accounts for the serious nature of the damage. At an inquiry held at the office of the company, Captain Vincent was exonerated from blame for the accident, it having been due to the rapid shoaling of the channel, of which he had received no previous notice.

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PORTS	VESSELS	DATE	REMARKS
SHANGHAI, MOJI, KOBÉ, AND YOKOHAMA	DEVANHA	27th Sept.	Freight and Passage.
LONDON, via Suez, Port Said, and Antwerp	DEVANHA	13th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, AND YOKOHAMA	CANDIA	28th Sept.	Freight only.
LONDON, via Suez, Port Said, and Antwerp	CANDIA	14th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, AND YOKOHAMA	ASSAWE	29th Sept.	Freight and Passage.
LONDON, via Suez, Port Said, and Antwerp	ASSAWE	15th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, AND YOKOHAMA	SUNDA	30th Sept.	Freight and Passage.
LONDON, via Suez, Port Said, and Antwerp	SUNDA	16th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, AND YOKOHAMA	MALTA	1st Oct.	Freight and Passage.
LONDON, via Suez, Port Said, and Antwerp	MALTA	17th Oct.	Freight and Passage.

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DESTINATION	STEAMERS	SAILING DATES
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 27th Sept., at Daylight
	AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 11th Oct., at Daylight
	MISHIMA MARU, Capt. A. E. Moses, Tons 9000	WEDNESDAY, 25th Sept., at Daylight
VICTORIA, B.C. AND SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA	TAMBA MARU, Capt. E. Koda, Tons 7000	TUESDAY, 10th Oct., at Noon
	AWA MARU, Capt. Iizawa, Tons 7000	TUESDAY, 7th Nov., at Noon
VICTORIA, B.C. AND SEATTLE	SADO MARU, Capt. J. Richards, Tons 7000	SATURDAY, 7th Oct., from KOBÉ
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 29th Sept., at Noon
	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 27th Oct., at Noon
NAGASAKI, KOBÉ AND YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 27th Sept., at Noon
SHANGHAI, MOJI AND KOBÉ	WAKASA MARU, Capt. N. Nielsen, Tons 7000	WEDNESDAY, 27th Sept., at Noon
KOBÉ AND YOKOHAMA	KAGA MARU, Capt. M. Hagino, Tons 7000	THURSDAY, 28th Sept., at 11 a.m.
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STEAMERS	SAILING DATES
MONGOLIA.....	27th Sept., at 1 p.m.
KUREA.....	28th Oct., at 1 p.m.
SIBERIA.....	19th Nov., at 1 p.m.
MANCHURIA.....	23rd Nov., at 1 p.m.
MONGOLIA.....	27th Dec., at 1 p.m.
KOREA.....	15th Jan., at 1 p.m.
SIBERIA.....	27th Jan., at 1 p.m.

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STEAMERS	Tons	Captain	Date of Sailing
NIPPON MARU.....	11,000	A. O. STEVENS	Friday, Oct. 6, at Noon
YENYO MARU.....	21,000	E. B. BENT	Friday, Oct. 13, at Noon
SHINYO MARU.....	21,000	H. S. SMITH	Friday, Nov. 3, at Noon
CHIYO MARU.....	21,000	W. W. GREENE	Friday, Dec. 1, at Noon

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STEAMERS	Tons	Date of Sailing
BUYO MARU.....	11,000	Saturday, Oct. 14, at Noon
HONGKONG MARU.....	11,000	Wednesday, Dec. 13, at Noon
KIYO MARU.....	17,500	Tuesday, Feb. 18, at Noon

The Steamer 'BUYO MARU' will be despatched hence for MEXICAN PERUVIAN & CHILEAN PORTS via MOJI, KOBÉ, YOKOHAMA & HONOLULU on SATURDAY, the 14th October, at Noon.

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via STRAITS AND COLONBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North American and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	For	Return
S.S. DAYLEN.....	For Shanghai, Kobe & Yokohama	S.S. RHEINELAND.....
S.S. ARADIA.....	6th Oct.	S.S. DEUTSCHLAND.....
S.S. SLAVONIA.....	18th Oct.	S.S. NORDDEUTSCH.....
S.S. SCANDIA.....	3rd Nov.	S.S. RHEINELAND.....
S.S. SPEZIA.....	16th Nov.	S.S. NORDDEUTSCH.....
	2nd Dec.	S.S. RHEINELAND.....

For further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	SAILING DATES
SINGAPORE, PENANG & CALUTTA	WEDNESDAY, Sept. 27, at Noon
SHANGHAI, SWATOW, HANGSANG	WEDNESDAY, Sept. 27, at Noon
SANDAKAN, CHUNSIANG	WEDNESDAY, Sept. 27, at Noon
SINGAPORE, RAMARANG, FAUSANG	SATURDAY, Sept. 30, at Noon
MANILA, YUENSANG	SATURDAY, Sept. 30, at Noon
SHANGHAI, KWONGSANG	SUNDAY, Oct. 1, Daylight
SINGAPORE, PENANG & CALUTTA	THURSDAY, Oct. 5, at Noon

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamer Kurema, Nanyang and Peking leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chaochow, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Telephone No. 215.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
WEIHAUWEE, CHENGHO & TIENSIN	Sept. 27, at 4 p.m.
SWATOW & SHANGHAI	Sept. 27, at 4 p.m.
HOBBOW & HAIPHONG	Sept. 28, Daylight
SAIGON	Sept. 28, at Noon
SHANGHAI	Sept. 28, at 4 p.m.
SHANGHAI	Sept. 30, Midnight
MANILA, CEBU & ILOILO	Oct. 3, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Tientsin Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried.

REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tian' & 'Taming' Saloon accommodation, Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. 'Kaifong' is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—S.S. Anchi, Chenan, Linan, Chihshu—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	Sept. 22	Sept. 20th, at Noon
EMPIRE	Oct. 20	Oct. 14th, at Noon
ST. ALBANS	Nov. 17	Nov. 11th, at Noon
EASTERN		Dec. 8th, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED.

SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with the CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Oriental Common Ports in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For

Steamers

Tons (gross reg.)

Leave

1911

VICTORIA, B.C. & TACOMA via CHICAGO MARU, 6182, Tuesday, 3rd Oct., at 11 a.m.

HOONING, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama.

VICTORIA, B.C. & TACOMA via CANADA MARU, 6064, Tuesday, 17th Oct., at 11 a.m.

Shanghai, Moji, Kobe, Yokohama, Shimizu & Yokohama.

The Co.'s newly built steamers have fair speed. Superior accommodation for cargo passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For

Steamers

Leave

FOOCHOW, via SWATOW and AMOY, OHOSHUN MARU, WEDNESDAY, 27th Sept., at 10 a.m.

CAMSUI via SWATOW & AMOY, DAIJIN MARU, SUNDAY, 1st Oct., at 10 a.m.

Fair speed, Superior passenger accommodation, Electric light throughout.

First-class cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

Shipping.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship 'ASSAWE' Captain G. W. COCKRAN, R.N., carrying His Majesty's Mail, will be despatched from the port of SHANGHAI, on SATURDAY, the 23rd September, 1911, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'MALTA', 11,000 tons, from Colombo.

Passengers accommodation in which vessel is secured before departure from Hongkong.

Bill and Valuable cargo for France, Texas and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed via Bombay by the s.s. 'Persia' due in London on the 11th November, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON.

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connecting Steamer	Tons	Due Marseilles	Due Plymouth
ASSAYE	7300	Feb. 3	MANITIA	11000	March 2	March 8
HIMALAYA	7000	Feb. 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOED-VIA	11000	April 27	May 3
DELTA	8000	April 13	MALOA	12000	May 11	May 17
ASSAYE	8000	April 27	MON-COLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of a.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON
1st SALOON £71.10 SINGLE £108.14 RETURN.
2nd £43.8 " £72.13 "IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Steamer	Tonnage	Leave Hongkong	Due London
NYANZA	7000	February	about 7
NILE	7000	March	about 22
NUBIA	7000	April	about 19
SUMATRA	6000	April	about 17
NAMUR	7000	May	about 14
PALAWAN	6000	May	about 15
BORNEO	5000	May	about 29
SYRIA	7000	June	about 12
NOE	7000	June	about 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARE TO LONDON
1st SALOON £255.0 SINGLE £321.10 RETURN.
2nd £34.17 £57.4 "

For further particulars apply to

E. A. HEWETT,
Superintendent.MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN
Via SHANGHAI.

For	STEAMER	CAPTAIN	To Sail
SHANGHAI, KOBE AND YOKOHAMA	TONKIN	CHARBONNEL	Sept. 26, about 6 P.M.
MARSEILLES, Via Port	CALEDONIE	MELZER	Sept. 26, at 1 P.M.

TRANSFERRING on the Co's Steamers at SINGAPORE to Batavia, at COLOMBO for Ceylon, Borneo, and Australia, at PORT SAID for the Levant, CONSTANTINOPLE and Black Sea.
Through Tickets to London, via Paris, from £27.10 up to £71.10. 24 hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.DOUGLAS STEAMSHIP CO. LD.
HONGKONG-SOUTH CHINA COAST-PORTS.

HIGHEST Class, "fastest" and "most" luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
HAICHING	Capt. W. C. Passmore	FRIDAY, 29th Sept., at 1 P.M.
HAITAN	Capt. A. J. Rosch	TUESDAY, 3rd Oct., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf at Black Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

PHILIPPINE STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4,000	S. Orosby	Manila, Cebu & Iloilo	TUESDAY, Oct. 10, at 4 P.M.
ZAFIRO	4,000	M. O. Smith	Manila, Cebu & Iloilo	FRIDAY, Oct. 20, at 4 P.M.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
KUMERIC	11,000	G. McGill	10th October
LUCERIO	11,000	J. Martin	25th October
HERCOLES	7,000	R. Wilhelmson	10th November

To be followed by other steamers of the Company at regular intervals. The Bank Line Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

Will call at Amoy and Kienlung if sufficient inducement offers.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED.

Telephone No. 780. Kuo's Building, Praya Cant.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to Beira, Delagoa Bay, Durban (Natal), East London, Port Elizabeth and Cape Town with transshipment at Colombo to steamers of the Indian African Line.

NEXT SAILING.
FROM HONGKONG. 30th September.
FROM COLOMBO. 17th October.

For Rates and further information, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS)

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG. FROM CALCUTTA.

Frequent Sailings. End August. End September.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS)

New Line of Steamers

South African Ports.
ORIENTAL & AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.
S.S. DUNERIC, 3,000 tons. To be despatched End of December.
S.S. KATANGA, 5,600 tons. To Follow.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,

Managing Agents.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMERS	Tons	To Sail
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	Capt. T. H. Stollberg	WEDNESDAY, 4th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH, Capt. E. Malchow	WEDNESDAY, 4th Oct., at Noon.
MANILA, YAP, MARONN, SAMAR, RAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ SIGISMUND, Capt. P. Bruening	(SATURDAY, 7th Oct., Daylight)
KOBE AND YOKOHAMA	PRINZ WALDEMAR, Capt. F. Isaka	(TUESDAY, 17th Oct., Daylight)
KUDAT, AND SANDAKAN	BORNEO, Capt. F. Sembill	(Middle of October)

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletype.

For further Particulars apply to

Norddeutscher Lloyd,

MELOHRS & CO.,

General Agents, Hongkong & China

Regal Boots

AND

Shoes

FOR SALE

AT REASONABLE

PRICES.

THE SAVOY,

8, D'Agular Street (opposite Court House).

S. D'Agular Street

(opposite Court House).

S. D'Agular Street

(opposite Court House).

S. D'Agular Street

(opposite Court House).

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(opposite Court House).

S. D'Agular Street

(opposite Court House).

Shipping.

P. & O.
Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT WILL LEAVE HONGKONG ON MARCH 16th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES. APRIL 13th.

LONDON. APRIL 30th.

The Accommodation in this Vessel is at the

entire disposal of Passengers from the Far East.

FARES TO LONDON—

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd £43.8 " £72.13 "

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911. 1118

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'

28,000 Tons.

CAPTAIN T. W. GARLICK.

VIA

NAGASAKI, KOBE, and

YOKOHAMA

FOR

SEATTLE.

SAILS FROM HONGKONG ON SATURDAY, NOV. 4th, at NOON.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways

for all points in the United States and Canada; also with Atlantic Steamship

Lines for all points in Great Britain and on the Continent. Direct connection at Hong-

kong for Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all

outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone,

etc. Trans-Pacific Cabin passengers may travel by rail if desired between ports of

Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable

with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA

Hongkong, July 1, 1911. 861

FRESH ARRIVAL

BY APPOINTMENT

SPECIALLY SELECTED COLLECTIONS FOR THIS CLIMATE.

IN AIR-TIGHT TINS.

SEEDSMEN ROYAL WARRANT SUTTONS SEEDS HIS MAJESTY THE KING.

VEGETABLE FLOWER \$2.50, 5.00, 7.50, 10.00 each.

GRASS. For Tennis Lawns \$4.00 each.

China Express Co.,

P. O. Box 250. 3, DUDDELL STREET TELEPHONE No. 668.

Hongkong, August 15, 1911. 1047

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, etc.

Head Office for the Far East: 16, DE VRIES ROAD CENTRAL, HONGKONG.

SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATSE STREET.

TICKETS available to EUROPE by the principal STEAMSHIP LINES and

TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1908.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD

BREMEN

NOTICE TO CONSIGNEES

FROM EUROPE

THE Steamship

PRINZ SIGISMUND,

having arrived, Consignees of cargo are hereby informed that their goods, with the

exception of Optima, Treasure and Val-

ables, are being landed and stored at their

risk into the hazardous and/or extra

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained

against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless

notice to the contrary be given to-day.

All Claims must be presented within ten

days of the steamer's arrival here, also

which date they cannot be recognized.

No Claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining undelivered after the 27th inst.

will be subject to suit.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 28th inst., at

9.30 a.m.

No Fire Insurance will be effected by us

in any case whatever.

This steamer brings on cargo—

Ex a.s. Nore from Gt. Britain.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, September 21, 1911. 1210

Notices to Consignees

NOTICE TO CONSIGNEES.

STEAMER TONKIN.

COMPAGNIE DES MESSAGERIES

MARITIMES.

CONSIGNEES of Cargo from HAVRE

ex a.s. 'INDIA', from BOMBAY

ex a.s. 'Vile de Lorient', in connection

with above Steamer are hereby

informed that their Goods with the excep-

tion of Optima, Treasure and Valuable,

are being landed and stored at their risk

into the hazardous and/or extra

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on

unless intimation is received from the Con-

signees before Noon, To-day, requesting

it to be landed here.

Bills of Lading will be countersigned by the Underwriter, and Goods remaining un-

claimed after the 2nd October, at Noon

will be subject to suit and landing charge.

All claims must be sent in to me on or

before the 4th October, or they will not

be recognized.

All damaged packages will be examined

on the 2nd October, at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, Sept. 26, 1911. 1238

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD

BREMEN

NOTICE TO CONSIGNEES.

THE Steamship

DERFFLINGER

having arrived, Consignees of cargo are hereby

informed that their Goods, with the excep-

tion of Optima, Treasure and Val-

ables, are being landed and stored at their

Interest.	Quotations.
7% p. annum for	
and SMITH, Share-Brokers.	